

**Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

**1 - 14           (Canceled)**

**15. (Currently Amended)** An electro-mechanical braking device comprising:

a motor for generating a rotation torque when power is supplied thereto;

a braking pad responsive to the rotation torque of the motor for depressing a braking disc to generate a braking force;

a locking mechanism for maintaining the braking force; and  
an electric parking brake mechanism responsive to reception of a control signal for controlling a parking brake state to actuate or release the lock mechanism,

wherein the rotation torque generated by the motor is controlled to control the braking force on the basis of step-on amount of a braking pedal or a braking force instruction,

the control signal for controlling the parking brake state is transmitted to the electric parking brake mechanism on the basis of a parking brake instruction, and the lock mechanism is actuated or released on the basis of the control signal, and

the control signal for controlling the parking brake state is transmitted to the electric parking brake mechanism on the basis of detecting that a switch for a power source is changed to non-operative state when the braking pedal is stepped on or the braking force instruction is received, and the lock mechanism is actuated on the basis of the control signal so as to maintain the lock mechanism in an actuated state even upon termination of the braking force instruction.

**16. (Previously Presented)** An electromechanical braking device according to claim 15, further comprising a rotation/linearity movement conversion mechanism for converting the rotation torque generated by the motor into a linear movement,

wherein the lock mechanism mechanically locks the linear movement of the rotation/linearity movement conversion mechanism to maintain the braking force.

**17. (Previously Presented)** An electro-mechanical braking device according to claim 15, wherein said electric parking braking mechanism actuates the lock mechanism when a predetermined braking force is obtained from the rotation torque of the motor.

**18. (Previously Presented)** An electro-mechanical braking device according to claim 17, further comprising a rotation/linearity movement conversion mechanism for converting the rotation torque generated by the motor into a linear movement,

wherein the lock mechanism mechanically locks the linear movement of the rotation/linearity movement conversion mechanism to maintain the braking force.

**19. (Previously Presented)** An electro-mechanical braking device according to claim 15, wherein said electric parking braking mechanism comprises a parking brake motor, a rotation torque of the parking brake motor being controlled to actuate or release the lock mechanism.

**20. (Previously Presented)** An electromechanical braking device according to claim 19, further comprising a rotation/linearity movement conversion mechanism for converting the rotation torque generated by the motor into a linear movement,

wherein the lock mechanism mechanically locks the linear movement of the rotation/linearity movement conversion mechanism to maintain the braking force.

**21. (Previously Presented)** An electro-mechanical braking device according to claim 15, wherein the switch for the power source includes an ignition key switch,

the ignition key switch being provided with at least a key position where the power source of a vehicle is rendered to be operative state and a key position where the power source of the vehicle is rendered to be non-operative state.

**22. (Previously Presented)** An electro-mechanical braking device according to claim 15, wherein the control signal for controlling the parking brake state is transmitted to the electric parking brake mechanism on the basis of satisfying the condition that the vehicle is rendered to be stop state and detecting that the switch for the power source is changed to be non-operative state when the braking pedal is stepped on or the braking force instruction is received, and the lock mechanism is actuated on the basis of the control signal.

**23. (Previously Presented)** An electro-mechanical braking device according to claim 22, wherein the condition that the vehicle is rendered to be stop state includes that the vehicle has a speed of substantially zero and an engine rotational speed of substantially zero.

**24. (Previously Presented)** An electro-mechanical braking device according to claim 15, wherein the control signal for controlling the parking brake state is transmitted to the electric parking brake mechanism on the basis of satisfying the condition that a transmission gear is rendered to be non-connected state and detecting that the switch for the power source is changed to be non-operative state

when the braking pedal is stepped on or the braking force instruction is received, and the lock mechanism is actuated on the basis of the control signal.

**25. (Previously Presented)** An electro-mechanical braking device according to claim 15, wherein the control signal for controlling the parking brake state is transmitted to the electric parking brake mechanism on the basis of a state indicating that an acceleration pedal is not stepped on and detecting that the switch for the power source is changed to be non-operative state when the braking pedal is stepped on or the braking force instruction is received, and the lock mechanism is actuated on the basis of the control signal.

**26. (Previously Presented)** An electro-mechanical braking device according to claim 15, wherein the control signal for controlling the parking brake state is transmitted to the electric parking brake mechanism on the basis of indicating that a starter of an engine is rendered to be non-connected state and detecting that the switch for the power source is changed to be non-operative state when the braking pedal is stepped on or the braking force instruction is received, and the lock mechanism is actuated on the basis of the control signal.

**27. (Previously Presented)** An electro-mechanical braking device according to claim 15, wherein the control signal for controlling the parking brake state is transmitted to the electric parking brake mechanism on the basis of detecting that the switch for the power source is changed to be operative state when the braking

pedal is not stepped on or the braking force instruction is not received and detecting that a driving source and a driving axis of the vehicle are rendered to be connected with each other, and the lock mechanism is released on the basis of the control signal.

**28. (Previously Presented)** An electro-mechanical braking device comprising:

a braking force generating unit receiving a rotation torque produced from a motor and generating a braking force by depressing a braking pad on a brake disc;

a parking brake actuator for generating a rotation torque on the basis of a control signal for controlling a parking brake state; and

a lock mechanism receiving the rotation torque from the parking brake motor for maintaining the braking force,

wherein the rotation torque produced from the motor is controlled to control the braking force on the basis of step-on amount of a braking pedal or a braking force instruction,

the control signal for controlling the parking brake state is transmitted to the parking brake actuator on the basis of a parking brake instruction, and the lock mechanism is actuated or released on the basis of the control signal, and

the control signal for controlling the parking brake state is transmitted to the parking brake actuator on the basis of detecting that a switch for a power source is rendered to be non-operative state when the braking pedal is stepped on or the braking force instruction is received, and the lock mechanism is actuated on the basis of the control signal.

**29. (Currently Amended)** A method of controlling an ~~electro-mechanical~~ electro-mechanical-braking device comprising a motor for generating a rotation torque when power is supplied thereto, a braking pad receiving the rotation torque from the motor to depress a brake disc to generate a braking force, a lock mechanism for maintain the braking force, and an electric parking brake mechanism receiving a control signal for controlling a parking brake state to actuate or release the lock mechanism, the method comprising the steps of:

controlling the rotation torque generated from the motor to control the braking force on the basis of step-on amount of a braking pedal or a braking force instruction;

transmitting the control signal for controlling the parking brake state to the parking brake mechanism on the basis of the parking brake instruction to actuate or release the lock mechanism on the basis of the control signal; and

transmitting the control signal for controlling the parking brake state to the parking brake mechanism on the basis of detecting that a switch for a power source is changed to non-operative state when the braking pedal is stepped on or

the braking force instruction is received to actuate the lock mechanism on the basis of the control signal.

**30. (Previously Presented)** A method of controlling the electro-mechanical braking device according to claim 29, wherein the control signal for controlling the parking brake state is transmitted to the electric parking brake mechanism on the basis of detecting that the switch for the power source is changed to operative state when the braking pedal is not stepped on or the braking force instruction is not received and detecting that a driving source and a driving axis of a vehicle are connected to each other, and the lock mechanism is released on the basis of the control signal.